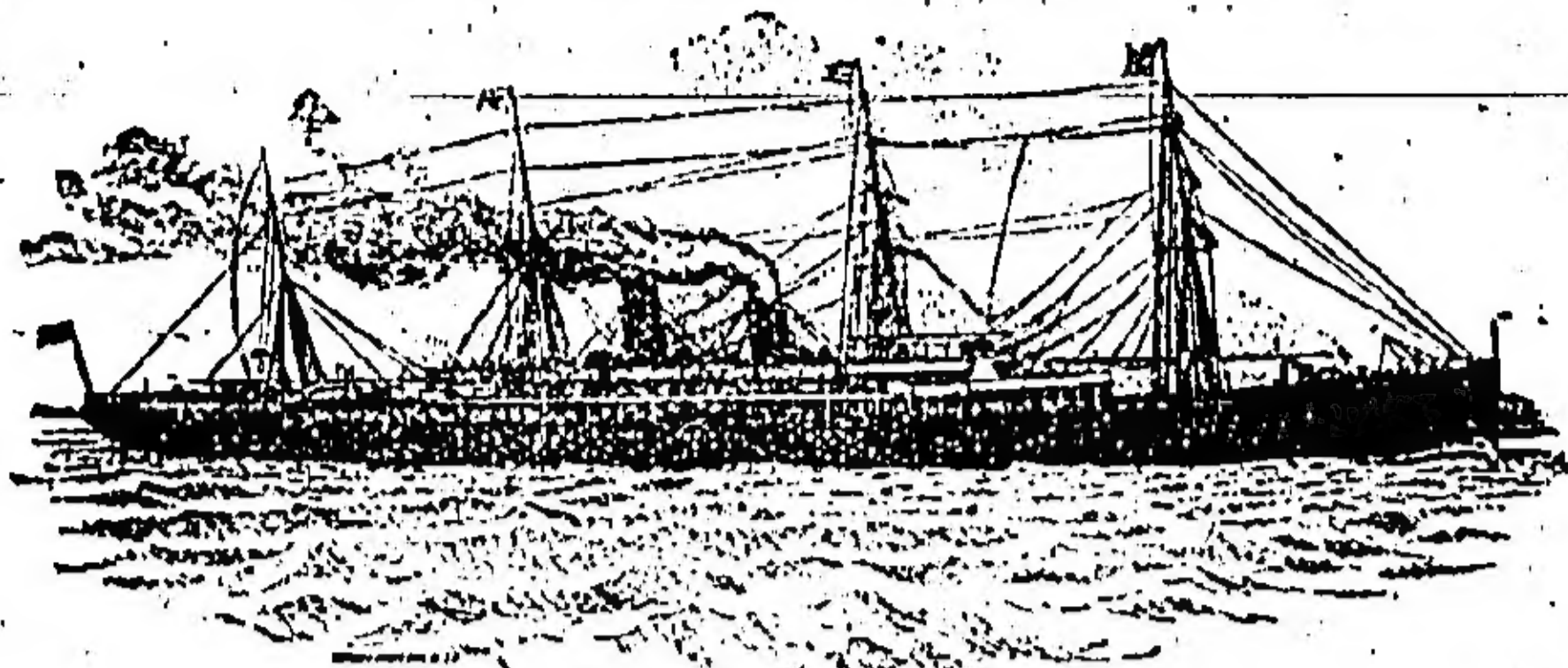




## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING".....SATURDAY, 22nd August, at Noon.  
"DORIC".....TUESDAY, 1st September, at Noon.  
"NIPPON MARU".....TUESDAY, 8th September, at Noon.  
"SIBERIA".....WEDNESDAY, 16th September, at Noon.  
"COPTIC".....SATURDAY, 20th September, at Noon.  
"AMERICA MARU".....SATURDAY, 27th September, at Noon.  
"KOREA".....TUESDAY, 1st October, at Noon.  
"GALLI".....TUESDAY, 20th October, at Noon.  
"HONGKONG MARU".....WEDNESDAY, 28th October, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 22nd instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 15th August, 1903. E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 26th August.  
"EMPRESS OF JAPAN" ... 6,000 " ... WEDNESDAY, 23rd September.  
"TARTAR" ... 4,425 " ... WEDNESDAY, 7th October.  
"EMPRESS OF CHINA" ... 6,000 " ... WEDNESDAY, 21st October.  
"ATHENIAN" ... 3,882 " ... WEDNESDAY, 4th November.  
"EMPRESS OF INDIA" ... 6,000 " ... WEDNESDAY, 18th November.  
"EMPRESS OF JAPAN" ... 6,000 " ... WEDNESDAY, 16th December.  
"TARTAR" ... 4,425 " ... WEDNESDAY, 30th December.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 25th June, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICA PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

| STEAMERS.   | DESTINATIONS.                       | SAILING DATES.          |
|-------------|-------------------------------------|-------------------------|
| SITHONIA    | HAVRE, ANTWERP, and HAMBURG.        | 29th August.            |
| Hildebrandt | (Calling at SINGAPORE and COLOMBO). | Freight.                |
| KONIGSBERG  | HAVRE, BREMEN and HAMBURG.          | 12th Sept.              |
| Mayer       | (Calling at SINGAPORE and PENANG).  | Freight and Passengers. |
| ANDALUSIA   | HAVRE and HAMBURG.                  | 23rd Sept.              |
| von Döhren  | (Calling at SINGAPORE and COLOMBO). | Freight.                |
| ABESSINIA   | HAVRE and HAMBURG.                  | 7th October.            |
| Filler      | (Calling at SINGAPORE and PENANG).  | Freight.                |
| ARABIA      | NEW YORK                            | 20th August.            |
| Bahle       | VIA SUZ CANAL.                      | Freight.                |

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAN" ..... 2,363 tons ..... Captain H. D. Jones.  
"POWAN" ..... 4,338 " ..... G. F. Morrison, R.N.R.  
"FATSHAN" ..... 2,363 " ..... A. W. L. D. M.  
"HANKOW" ..... 3,073 " ..... C. V. L. D. M.  
"KINSHAN" ..... 3,860 " ..... J. J. Lossius.  
Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" ..... 1,998 tons ..... Captain W. E. Clarke.  
Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday  
Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" ..... 2,19 tons ..... Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "NANNING" ..... 569 tons ..... Captain R. D. Thomas.  
"SAINAM" ..... 588 " ..... B. Branch.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 4th August, 1903.

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL  
ATTENTION.

FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964c] PATRONAGE RESPECTFULLY SOLICITED.

## THEY HAVE ARRIVED

57 Varieties of good things for the table.



Do you know  
that HEINZ SWEET PICKLES are known  
throughout the world for their delicate aromatic  
flavor and distinctive virtues?

THE MUTUAL STORES,  
25, Des Vaux Road Central.

Hongkong, 29th June, 1903.

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that  
the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,  
VIENNA,

THE INVENTORS OF INCANDESCENT  
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,  
CONNAUGHT HOUSE.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th)

Yokohama, May 17th, 1903.

[573c]

## GO TO THE

## KOWLOON HOTEL,

FRANK F. JEWELL, Manager. J. W. OSBORNE, Proprietor.

HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY  
MEETING OF SHAREHOLDERS will  
be held in the OFFICES of the Company,  
Queen's Buildings, Connaught Road, on  
MONDAY, the 24th August, at 12 o'clock,  
NOON, for the purpose of receiving the Report  
of the Directors and the Statement of Accounts  
to the 30th June, 1903.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 10th to the 24th  
August, both days inclusive.

By Order of the Board of Directors,  
THOS. I. ROSE,  
Secretary.

Hongkong, 30th July, 1903. [908c]

HUMPHREYS ESTATE AND FINANCE  
COMPANY, LIMITED.

NOTICE is hereby given that AN EXTRA-  
ORDINARY GENERAL MEETING  
of HUMPHREYS ESTATE AND FINANCE CO.,  
LIMITED, will be held at the COMPANY'S  
OFFICES, Nos. 38 and 40, Queen's Road, Cen-  
tral, Victoria, Hongkong, on SATURDAY, the  
31st day of October, 1903, at NOON, when the  
SUBJOINED RESOLUTIONS will be pro-  
posed, viz:—

1. That the Capital of the Company  
"be increased from \$1,000,000 (divided  
into 100,000 shares of \$10 each) to  
\$1,500,000 (divided into 150,000 shares  
of \$10 each) by the creation of 50,000  
new shares of \$10 each to be offered and  
if accepted to be allotted to the present  
shareholders of the Company at par in  
the ratio and proportion of one new  
share for every two old shares in the  
Company held by the respective share-  
holders thereof, the amount payable on  
each of such new shares respectively to  
be paid at such time or times and in such  
manner as the Company by its General  
"Managers may hereafter determine."

2. That Article No. 82 of the Articles  
of Association of the Company be  
"canceled and the following Article sub-  
stituted therefor:—  
"The remuneration of the General  
"Managers shall be \$4,000 per annum  
(which shall cover office rent but  
"not salaries of Secretary and other  
"employees) and a commission of 5  
"per cent. of the net profits of the  
"Company for each year that such  
"profits amount to 7 per cent. of the  
"Capital of the Company."

Should the above Resolutions be duly passed  
they will be submitted for confirmation as  
SPECIAL RESOLUTIONS to a SECOND  
EXTRAORDINARY GENERAL MEET-  
ING which will be subsequently convened.  
Dated this 24th day of July, 1903.

JOHN D. HUMPHREYS & SON,  
General Managers.

## WANTED.

A BRITISH MALE TEACHER for a

Private School in Hongkong.

Apply to—

"M.M." C/o this Paper.

Hongkong, 6th August, 1903. [904c]

DON'T BE LATE!!!

AMERICAN WATER MELONS!!

Are now just in season and beat everything

in the market. Come quickly or else the

season will be over.

CHING SHAN CHAN,

Central Market.

Hongkong, 30th July, 1903. [777c]

CHINESE AMERICAN COMMERCIAL

COMPANY.

司公美華

IMPORTERS, EXPORTERS AND

MANUFACTURERS.

THE Company's OFFICES are established

at Nos. 20 and 21, CONNAUGHT

ROAD opposite DOUGLAS PIER.

Hongkong, 1st May, 1901. [641c]

OWNERS OF HOUSES situated in the  
Eastern Division of the City of Victoria  
and in the Eastern Division of Kowloon, who  
have not had their Premises LIMEWASHED  
and CLEANSED in accordance with Law,  
are reminded that the period during which the  
work should be FINISHED ends on the 31st  
day of AUGUST, 1903, and the Sanitary Board,  
being convinced of the necessity of cleanliness  
in its efforts to stamp out Plague, is deter-  
mined to rigorously prosecute any owner in  
default after the above named date.

The Eastern Division of the City lies to  
the East of Graham Street and Endicott  
Street. Kowloon is divided into Eastern  
and Western Division by Robinson Road  
and a straight line drawn from the North  
end thereof, through the Vaumati service  
reservoir to the Northern boundary of Kowloon.

By Order,

G. A. WOODCOCK,

Secretary.

Sanitary Board Room,  
Hongkong, 12th August, 1903. [977c]

## SANITARY BOARD.

## NOTICE.

THE Board having found it necessary to  
institute summary proceedings against  
people using CHALK and WATER in lieu of  
LIME-WASH, owners of houses are hereby in-  
formed that CHALK and WATER cannot be  
accepted in lieu of LIME-WASH, but that there  
is no objection to colouring matter being added  
to the LIME-WASH.

By Order,

G. A. WOODCOCK,

Secretary.

Sanitary Board Room,  
Hongkong, 11th July, 1903. [846c]

## NIPPON YUSEN KAISHA.

MID-SUMMER EXCURSION TRIPS TO

JAPAN AND BACK.

THE NIPPON YUSEN KAISHA are  
prepared during the months of JULY  
and AUGUST to issue First Class Return  
Tickets from Hongkong to Yokohama and  
back for the Round Fare of Yen 98 payable in  
Local Currency. Return Tickets are avail-  
able for return up to the 31st October, 1903.

Stop-over Privileges allowed at any way  
port, and between Moji and Kobe passengers  
have the Option of travelling by the Sanyo  
Railway.

For Information as to Sailings, Steamers,  
&c., apply at the Company's Local Offices in  
Prince's Buildings, First Floor, Chater Road.

T. S. TAKAYANAGI,

Acting Manager.

Hongkong, 27th July, 1903. [896c]

## HONGKONG ICE COMPANY,

LIMITED.

OWING to the Rise in Exchange, the  
PRICE OF ICE will be REDUCED TO  
ONE CENT AND A HALF per Pound from the  
11th AUGUST.

WM. McMURRAY,

Acting Manager.

Hongkong, 10th August, 1903. [959c]

## REDUCTION IN PRICES.

THE EXCHANGE having gone up of  
late, to give the benefit of the Rise to my  
Kind Customers and Patrons, I have decided  
to allow on all Cash and Credit Sales a  
Reduction of 5 per cent on my present Prices,  
commencing from the 1st AUGUST, 1903, and  
will continue to do so until the Exchange  
shall drop to 18 3/4.

H. RUTTONJEE,

No. 5, D'Almeida Street,

or

36 and 38, Elgin Road, Kowloon.

## KOREA OR CHORAE?

The gathering of Russian officials at Port Arthur is an event which may or may not have all the sinister significance which is attributed to it in many quarters. But it is, in any case, a noteworthy sign of the times. The official explanation that General Kuropatkin "desires to obtain the fullest information concerning Russia's work and interests in the Far East, and naturally requested the Russian officials on the spot to meet him," may, very possibly, be true in substance and in fact. Even that postulates the complete failure of Russian promises to evacuate Manchuria, though such failure is already pretty well discounted. But certainly, for much or little, there is another possible interpretation which is of the gravest menace to the cause of peace. The formation of a Russian company to cut lumber in Korea, in view of the omens and superstitions connected with that Empire of which an account was given in our columns the other day, imparts a political note to the ringing of the Russian axes. Moreover, there are rumours that the "abandonment of the proposed manoeuvres near Warsaw presages an experimental mobilisation over the Siberian railroad; the gathering of Russian warships in the Far East does not wear a pacific aspect; and, finally, there is the obvious temptation to Russia to square accounts with Japan before the proposed addition to the Japanese Navy becomes effective. We are no pessimists where Russia is concerned. The characteristic of her diplomacy is to believe that she has all time on her side, and she is rarely forced into precipitate action. But it is futile to deny that the elements of danger exist, and they are not lessened by the contempt in which it is alleged the military element in Port Arthur holds the potential enemy. The attitude of the United States in the matter of Manchuria is said to be deeply resented by the Russian Government, but it is not easy to see in which direction this resentment will work. On the one hand, it might hold Russia back in the belief that the forces arrayed against her are, for the moment, too powerful to make the game of provoking them worth the candle; on the other hand, it might drive her forward in Korea with the object of covering up the difficulties of the Manchurian question. But it must be confessed that warlike adventure in Korea before she is firmly seated aside her line of communications in Manchuria would be a very perilous enterprise. It is not yet plain, in fact, whether the symptoms point to an attack on Korea or of Chorea—in lay phraseology, of St. Vitus's dance.

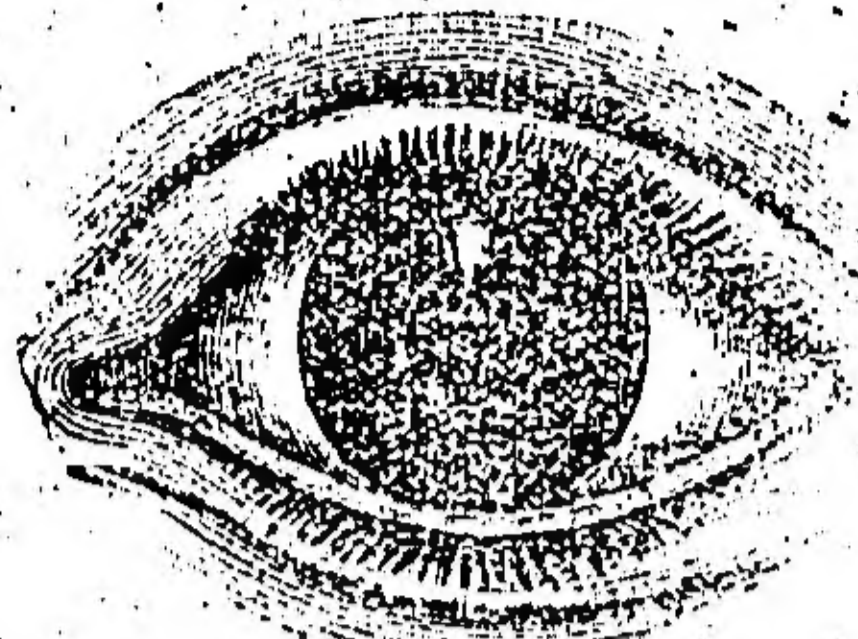
The affairs of Manchuria and Korea being in this delicate state, it is not a little unfortunate that the energy of Japan should be weakened by the unstable equilibrium of her home politics. The co-operation of Marquis Ito with Marshal Yamagata, which, it is said, the Mikado is endeavouring to bring about, would appear to foreigners almost ideally strong and significant, both men having the Chinese War upon them. But it is of little profit to speculate on the internal situation in a distant country with the details of which we are necessarily imperfectly acquainted. We are not at all surprised to learn, however, that there is a pro-Russian party in Japan. These slabby gentry are always to be found in every country, their highest idea of statesmanship being that of Herakleiah when he attempted to buy off the Assyrian with the gold of the Temple. The pro-Russians in Japan wish to execute a deal by which Russia shall be given a free hand in Manchuria in consideration of an undertaking to let Korea alone. What the value of such an undertaking would be, those who have had experience of Russian faith—or destiny—may judge. The answer of Japan is obvious, and was, indeed, given by the Mikado's Government to some such proposal made by Russia a few years back. In 1895, they said, Japan was deprived of the fruits of her victory over China on the plea that a Japanese occupation of Port Arthur menaced the independence of Korea. They further intimated that they failed to see how that independence, dear to the liberty-loving heart of the Russian Government, was less menaced by a Russian occupation of Manchuria. The solid argument underlying that retort is one which the insincerities of diplomacy cannot abridge. If Russia does not want Korea it needs no "undertaking" to keep her out; if she does, she will not be stayed from accomplishing her desire unless the strength of the opposer is sufficient to convince her that the price is not worth paying. We are glad to think, in the interests of our friend and ally, that her pro-Russian party has little chance of gaining the whip hand.

The attitude of the Japanese Government in the crisis—if crisis it can be called—is everywhere admitted to be admirable in its dignity and self-respect. The fear that the conclusion of the alliance with Great Britain would induce an attack of "swelled head" has found no justification. On the contrary, the sense of responsibility engendered has had a sobering effect. Fears seem to have been aroused in some quarters that the Anglo-French amenities of the past few months may cause a cooling of our attachment to our ally. Such apprehension is altogether baseless. The more cordial relations between the British Empire and France imply no turn of the political wheel; no fresh grouping of the Powers. The alliance with Japan is too completely to the taste of this country to be lightly overthrown. On the contrary, our better relations with France give our word in diplomacy a greater weight with Russia, since the latter Power will be less able to count on the extrinsic sympathy of France in any adventures in the Far East. France desirous to live in amity with this country and the United States will be unlikely to hamper their diplomacy on questions with which she has little direct concern, and should Japan and Russia come to blows in the Far East, the former has a great deal to gain from the fact that the neutrality of France would not be too benevolent towards the latter. Seeing that Russia, to be really effective in Korea, must maintain safe and rapid communication by sea, this is a consideration of the highest importance.—*St. James's Gazette.*

## Intimations.

**THE FILIPINO MIDGETS, SMALLEST PEOPLE IN THE WORLD, 28 AND 29 INCHES HIGH, DANCING AND ACROBATIC PERFORMANCES.**

NOW ON EXHIBITION, 142, QUEEN'S ROAD CENTRAL. FOR A FEW DAYS ONLY. Hongkong, 14th August, 1903. [982e]



**N. LAZARUS, OPHTHALMIC OPTICIAN OF LONDON AND CALCUTTA.**

## SIGHT TESTED.

LENSES for the correction of Astigmatism ground on the premises.

Spectacles and Eyeglasses in all styles and metals.

Consulting Room:

No. 16, Queen's Road Central, Nearly opposite the Hongkong Hotel with entrance through store of R. Hou, Hon. Tailor.

DAVID BENJAMIN, Manager.

Hongkong, 23rd June, 1903. [36e]

## THE ROBINSON PIANO Co., Ltd.

## PIANO CLEARANCE SALE.

MUST be sold to make room for New Stock. PIANOS now being made in a distant country with the details of which we are necessarily imperfectly acquainted. We are not at all surprised to learn, however, that there is a pro-Russian party in Japan. These slabby gentry are always to be found in every country, their highest idea of statesmanship being that of Herakleiah when he attempted to buy off the Assyrian with the gold of the Temple. The pro-Russians in Japan wish to execute a deal by which Russia shall be given a free hand in Manchuria in consideration of an undertaking to let Korea alone. What the value of such an undertaking would be, those who have had experience of Russian faith—or destiny—may judge. The answer of Japan is obvious, and was, indeed, given by the Mikado's Government to some such proposal made by Russia a few years back. In 1895, they said, Japan was deprived of the fruits of her victory over China on the plea that a Japanese occupation of Port Arthur menaced the independence of Korea. They further intimated that they failed to see how that independence, dear to the liberty-loving heart of the Russian Government, was less menaced by a Russian occupation of Manchuria. The solid argument underlying that retort is one which the insincerities of diplomacy cannot abridge. If Russia does not want Korea it needs no "undertaking" to keep her out; if she does, she will not be stayed from accomplishing her desire unless the strength of the opposer is sufficient to convince her that the price is not worth paying. We are glad to think, in the interests of our friend and ally, that her pro-Russian party has little chance of gaining the whip hand.

|   |           |
|---|-----------|
| RONISCH (Owner's Property)...                 | 3400      |
| SQUIRE (Owner's Property)...                  | 350       |
| BORD (Owner's Property).....                  | 285       |
| WERNER, UPRIGHT GRAND (Owner's Property)..... | 450       |
| KELLY (Owner's Property).....                 | 200       |
| HOPKINSON.....                                | \$550 300 |
| HORIZONTAL GRAND (Second-hand).....           | 900 100   |
| KRELL.....                                    | 800 450   |
| NEEDHAM.....                                  | 800 450   |
| ROBINSON PIANO CO., LD.                       | 475 400   |
| Do.   | 475 400   |
| Do.   | 575 450   |
| Do.   | 650 450   |
| Do.   | 300 150   |
| SELF-PLAYER.....                              | 900 150   |
| RACHALS.....                                  | 750 400   |

And about 50 others at equally low prices for Cash or on the Hire Purchase system.

Will be stored until required if necessary. Hongkong, 6th August, 1903. [15e]

**MACEWEN, FRICKEL & CO.** have undertaken the Sole Agency in Hongkong for



A Pure LAGER BEER excellently Suitable for Hot Climates.

A Refreshing Beverage.

\$16.00 per case of 8 doz. pts. or \$2.00 per doz.

3, Duddell Street, Hongkong. [65e]

## DENTISTRY.

**SUI SANG,** (Lately Practising with Dr. I. SAKATA), DENTIST, No. 26, Connaught Road Central, Hongkong, 9th February, 1903. [20e]

## Intimations.

**IT IS DIFFERENT NOW.** Once upon a time students of medicine held the notion that there were as many different diseases as the body has organs and parts; every one of these ailments requiring a different treatment. So stupid a mistake could lead only to miserable failures. For the fact is, the body is a single machine; and what concerns one part of it concerns, more or less closely, all the rest. Thus we see how it happens that one remedy, or mode of treatment, may relieve and cure a variety of complaints, or what may appear like a variety, but are really various forms or out-comings of the same cause. Take, for example, Anemia, Scrofula, Poverty of Blood, General Debility, Influenza, Throat and Lung Diseases, etc.—a formidable array, indeed they look to be; yet

**WAMPOLE'S PREPARATION** quickly abates the worst of such cases, and absolutely cures many which have been abandoned as hopeless. The reasons are: its power over the digestive and assimilating process, its action in expelling impurities from the blood, and its consequent ability to vitalize and rebuild the whole structure. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It was not dreamed out, or discovered by accident; it was studied out, on the solid principles of applied medical science. It is precisely what it is said to be, and has won the confidence of the public on that basis. You may resort to it with a faith and hope that arise from the history of what it has done for others. Dr. Thos. Hunt Stucky says: "The continued use of it in my practice, convinces me that it is the most palatable, least nauseating, and best preparation now on the market. Every dose effective. 'You cannot be disappointed in it.' Sold by chemists here and throughout the world and A. S. Watson & Co., Limited."

**TUBORG BEER.** A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals. PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints. Special Prices for Quantities. Sole Agents—SIEMSEN & CO. Hongkong, 10th January, 1903. [195d]

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

**W. G. HUMPHREYS & CO.,** Bank Buildings, Hongkong, 10th March, 1903. [195d]

**F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.** PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

**SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE H. COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.** Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES. Hongkong, 14th May, 1903. [18e]

**A CURE FOR ASTHMA!!! GRIMAULT'S INDIAN CIGARETTES**

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes. GRIMAULT & CO., Paris, sold by all Chemists.

**GRIMAULT'S Matico Capsules AND INJECTION**

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of acute and chronic diseases. These Capsules, unlike Chauli, have not the inconvenience of producing Nausea. MATICO INJECTION is used in recent MATICO CAPSULES in chronic cases. GRIMAULT & CO., Paris, sold by all Chemists.

## Insurance.

**NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES. SIEMSEN & Co. Hongkong, 14th May, 1903. [195d]

## Consignees.

**FROM HAMBURG, PENANG AND SINGAPORE. THE N.D.L. Steamship.**

**"KONIGSBERG."** Captain Mayer, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 3 P.M. No Fire Insurance has been effected.

**HAMBURG-AMERIKA LINIE,** Hongkong Office.

Hongkong, 11th August, 1903. [967e]

**S.S. "CALEDONIAN,"** COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex S.S. *Adour* and *Monteban*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 10th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 17th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 17th instant, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 17th instant, at 3 P.M. No Fire Insurance has been effected.

**G. DE CHAMPEAUX,** Agent.

Hongkong, 10th August, 1903. [1004e]

## NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co.'s Steamship**

**"CHUSAN,"** FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex S.S. *Himalaya*, &c. From Persian Gulf, ex B.I.S.N. and B. & P. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

**E. A. HEWETT,** Superintendent.

Hongkong, 13th August, 1903. [14e]

**FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE. THE H.A.E. Steamship**

**"ANDALUSIA,"** Captain von Dohren, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 3 P.M. No Fire Insurance has been effected.

**HAMBURG-AMERIKA LINIE,** Hongkong Office.

Hongkong, 14th August, 1903. [984e]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

## NOTICE TO CONSIGNEES.

**FROM TRIESTE, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE. THE Company's Steamship**

**"PERSIA,"** having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:—From Venice, ex S.S. *Venus* transhipped at Trieste.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 21st instant, or they will not be recognised.

No Fire Insurance has been effected; and any Goods remaining in the Godowns after the 21st instant will be subject to rent.

Bills of Lading will be countersigned by **SANDER, WIELER & Co.,** Agents.

Hongkong, 14th August, 1903. [66e]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

| STEAMERS.      | DESTINATIONS.  | SAILING DATES.                   |
|----------------|--|----------------------------------|
| IZUMI MARU     | MOJI, KOBE and YOKOHAMA  | TUESDAY, 18th Aug., at Daylight  |
| M. Yagi        | MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID | SATURDAY, 22nd Aug., at Daylight |
| HAKATA MARU    | VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA | TUESDAY, 25th Aug., at 4 P.M.    |
| AKI MARU       | KOBE and YOKOHAMA  | FRIDAY, 28th Aug., at Daylight   |
| J. W. Ekstrand | VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA | TUESDAY, 8th Sept., at 4 P.M.    |
| HITACHI MARU   |  |                                  |
| J. Campbell    |  |                                  |
| SHIMANO MARU   |  |                                  |
| W. Thompson    |  |                                  |

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

Hongkong, 11th August, 1903.

**T. S. TAKAYANAGI,** Acting Manager.

**NORTHERN PACIFIC STEAMSHIP COMPANY.**

**BOSTON STEAMSHIP COMPANY.**

**BOSTON TOW-BOAT COMPANY.**

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

| Steamers.       | Tons. | Captains.       | 1903.    |
|-----------------|-------|-----------------|----------|
| <i>Pleasant</i> | 3,753 | F. G. Purington | Aug. 20  |
| <i>Olympia</i>  | 2,837 | J. Truebridge   | Sept. 10 |
| <i>Lyra</i>     | 2,837 | F. Williams     | Sept. 17 |
| <i>Tacoma</i>   | 2,812 | A. Dixon        | Sept. 24 |

Steamers marked (\*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government.

Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

**DODWELL & CO., LIMITED,** General Agents.

Hongkong, 10th August, 1903. [874d]

**COMPAGNIE DES MESSAGERIES MARITIMES.**

**PAQUEBOTS-POSTE FRANCAIS.**

**NOTICE.**

**STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.**

**PORTS OF BRAZIL AND RIVER PLATE**

ON TUESDAY, the 25th August, 1903, at 1 P.M., the Company's Steamship "CALEDONIAN," Captain Marcantelli, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. *Amoy* and *Belic* bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 24th August, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

**G. DE CHAMPEAUX,** Agent.

Hongkong, 12th August, 1903. [1004e]

## Hotel.

**KING EDWARD HOTEL.**

A HIGH CLASS PRIVATE HOTEL.

**LADIES' AFTERNOON TEA ROOMS.**

**PRIVATE BAR AND BILLIARD ROOMS.**

Hot and Cold Water throughout. Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor. Table D'Hotel at Separate Tables.

For Terms, &c., apply to the **MANAGER.**

Hongkong, 13rd October, 1903. [1116d]

## Auctions.

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of August, 1903, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, situated between Deep Bay and Ping Shan, New Territory, for a term of 75 Years.

**PARTICULARS OF THE LOT.**

| No. of Sale. | Locality.                | Boundary Measurements. |     |     |     | Area in Acres. | Upset Price. |
|--------------|--------------------------|------------------------|-----|-----|-----|----------------|--------------|
|              |                          | ft.                    | ft. | ft. | ft. |                |              |
| 1            | Ping Shan New Territory. | 70                     | 70  | 70  | 70  | 4,000          | 10           |

Hongkong, 10th August, 1903. [937e]

## GOVERNMENT NOTIFICATION.

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**PARTICULARS OF THE LOT.**

| No. of Sale.                   | Locality.                   | Measurements. |     |     |     | Contents in Square feet. | Annual Rent. | Upset Price. |
|--------------------------------|-----------------------------|---------------|-----|-----|-----|--------------------------|--------------|--------------|
|                                |                             | N.            | S.  | E.  | W.  |                          |              |              |
| Registry No.                   |                             | ft.           | ft. | ft. | ft. |                          | £            | £            |
| Flug Shan Island<br>Lot No. 2. | Flug Shan<br>New Territory. | 100           | 100 | 100 | 100 | 40,000                   | 18           | 800          |
| Hongkong, 10th August, 1902.   |                             |               |     |     |     |                          |              | For Sale     |



## TELEGRAMS.

(Reuters.)

## American Fishing Boat Fired on by Canadians.

LONDON, 13th August.  
The American fishing boat *Silver Spray*, found on the Canadian side of Lake Erie, was struck by twenty shots while escaping from a Canadian revenue cutter; the boat is badly shattered, but no fatalities occurred.

## The Sugar Convention.

The importation of Danish, Russian and Argentine sugar into Great Britain is prohibited from 1st September.

LATER.

## The Balkan Revolt.

Latest advices from the Balkans are most serious; the revolution is spreading to the Eastward and a big fight has taken place near Monastir.

Lord Lansdowne said in the House of Lords that the Government was anxiously watching the situation.

## The Shanghai Reformers.

Lord Lansdowne in the House of Lords referred to the horrible execution at Peking and said the Government was morally bound to see that the pledges, under which the Shanghai Reformers pleaded guilty, were carried out.

## Russian Viceroy of the Far East.

The Tsar has issued an ukase appointing Admiral Alexieff Viceroy of the Far East with supreme power, responsible only to a special Council at St. Petersburg. The Viceroyalty comprises the Amur and Kwang Tung territories.

## Bombay Presidency Cricket Match.

WIN FOR THE PARSEES.

Mr. S. P. Setna kindly informs us that he is in receipt of telegraphic information announcing the result of the annual cricket match at Bombay between Presidency and Parsee teams. The Parsee eleven won the match by 140 runs.

## THE POLLARD COMEDY COMPANY.

"MY SOLDIER BOY."

Last night the Pollard combination staged "My Soldier Boy" for the benefit of local theatregoers. We were sorry to see that the present hot weather is proving too much for the habits of the circle, as the attendance in that select sphere last evening did not strain the seating accommodation in the slightest. The Pollards, good as they are, can hardly expect to draw full houses when the temperature is practically a forecast of punishment to come and we are afraid that a Company including Irving and Alexander with Dan Leno as a side show would experience the same difficulty.

Last night one appreciated the fact that the recent alterations and decorations have left the theatre a cooler looking, if not feeling, place than formerly; but we must quarrel with that iron railing in front of the dress circle. It does not seem to enable us to have a better view of the stage but certainly does remind us of the days when as a result of strenuous economy we flattered our noses against a similar railing in the gallery of a theatre elsewhere. Whoever is responsible for that railing should have remembered that this is Hongkong and the traditions of a good solid run to the dress circle should have been preserved. However, those who braved the torrid temperature (and the circle railing) and joined the fan waving brigade in the theatre had their reward in seeing the company render the *Soldier Boy* in first class style, working it for all it was worth. Mr. Montague Mendle, a solicitor, has been deceiving his stepfather by allowing him to suppose that he has followed the stepfather's wishes and become a soldier and Mr. Mendle's wife has obtained damages against Capt. Cullender for breach of promise although she has snatched her aching heart by marrying Mendle. Both facts are, of course, duly kept from the knowledge of the prieres who might reasonably be supposed to desire an intimate knowledge, and all the fun of the farce in question hinges on the attempts of the two people to live up to their deception. Mr. Edward Nable is screamingly funny as Mendle's solicitor, trying to figure before his stepfather as a soldier and is responsible for the main portion of the laughter of a delighted audience. Lydia, his wife, is in the hands of Miss Ada Lawrence, and capable hands they are; but we are sure Miss Lawrence will bear us no grudge if we suggest with all due deference that with a more careful modulation of the voice she will certainly increase her effect. Private Michael O'Docherty, the comic Irish soldier, and Martha, Mendle's servant, are the parts filled by Mr. Merry Lynch and Miss Eva McDonald, respectively, and the only regret we had was in not seeing more of them, as these characters were sustained with marked ability. The Capt. Cecil Cullender of Mr. Wentworth Watson and the Lieut. Allison of Mr. Percy Haydn left nothing to be desired, whilst the Colonel Roscoe of Mr. Tulliet was a capable sketch of a fever-stricken soldier. Mr. Harold Carr played Jonas Toddendham, Mendle's stepfather, with effect, and the same may be said of Miss Blanche Clements as Mrs. Morrison and Miss Grace Gale as Miss Morrison. Not the least enjoyable feature in the evening's enjoyment was the song by Miss Majorie Tempest and the dance by Miss Millie Ascoli.

and we were pleased to see that both these ladies had to give an encore in response to the demands of a delighted audience. *The Soldier Boy* terminates rather abruptly, but as the two principal characters apparently have their crooked paths smoothed over very satisfactorily, we must only assume that all side issues are dealt with in an equally comfortable manner. At any rate our best advice to those who were not so fortunate as to see this combination in *My Soldier Boy* last night is to go to-night when the same comedy is staged and they may rest assured that they will enjoy a farce both well acted and well staged.

The cast is as follows:—

Montague Mendle, (as solicitor) ..... Mr. Edward Nable  
Colonel Roscoe, (as soldier) ..... Mr. Alfred Tulliet  
Capt. Cecil Cullender (do) ..... Mr. Wentworth Watson  
Lieut. Allison (do) ..... Mr. Percy Haydn  
Private Michael O'Docherty (do) ..... Mr. Merry Lynch  
Jonas Toddendham, (Mendle's stepfather) ..... Mr. Harold Carr  
Lydia, (Mendle's wife) ..... Miss Ada Lawrence  
Mrs. Morrison (a business-like woman) ..... Miss Blanche Clements  
Geraldine Morrison, (her daughter) ..... Miss Grace Gale  
Marie Holding, (do) ..... Miss Millie Ascoli  
Ethel Holding, (do) ..... Miss Majorie Tempest  
Martha, (Mendle's servant) ..... Miss Eva McDonald

## THE NEW TERRITORY.

DESPATCH BY H.E. THE GOVERNOR.

The following despatch by His Excellency the Governor forwarding to the Right Honourable the Secretary of State for the Colonies the annual report on the New Territory, for 1902, is published in the *Gazette*:—  
(Governor Sir Henry A. Blake to Secretary of State for the Colonies)  
Government House,  
Hongkong, 21st May, 1903.

Sir,—I have the honour to forward for your information a report on the New Territory, for the year 1902.

1. The reports forwarded with my previous despatches mentioned in the margin will have shown the steps taken from the hoisting of the British flag at Taiipo on the 10th April, 1883. It will be remembered that on the taking over of the New Territory a population of 1,000 was to be established, and the population is now 370 (about 1,000 in the New Territory). The estimate population is 100,000. Therefore, although the population shows but 270 persons per square mile of the total area, the population per square mile of cultivated area is 1,639 and while the produce of the land must be added the result of the fishing, in which a considerable number of the inhabitants are engaged for a portion of the year, it is evident that, having regard to the density of the population, there can be but little taxable margin in the absence of other than agricultural industries. Although up to the present the hills have not been utilised for pastoral purposes, I am not without hope that by the introduction of more succulent grasses the 200 square miles of now barren hills may be made to support cattle sufficient to supply the demand of Hongkong, now dependent upon the import of cattle from the North and West River—sources that recent action of the Government of Kwang Si in prohibiting export has shown to be somewhat precarious. The botanical department is at present examining into this question. For the improvement of agriculture, sugar cane have been imported from the Straits Settlements and Hongkong, and over eleven thousand plants distributed among the Chinese, and improved sugar mills have been introduced, while a wealthy and enterprising Chinese gentleman has established an experimental farm, in the conduct of which the botanical department is giving him assistance and advice.

2. The expenditure was, for the year 1901, \$266,687.73, of which \$163,741.11 was chargeable to the Land Court and public works expenditure—charges that will soon cease. It may, therefore, be roughly taken that the normal expenditure of the Territory will be about \$162,000. With the certain development of New Kowloon and the probable improvement of the pastoral capabilities of the hills, I am of opinion that within seven or eight years the revenue and expenditure of the New Territory will quadruple, and later on the Territory will materially assist in the general revenue.

3. So far no systematic geological examination has been made either of the mainland or of the large island of Lantau, but as a silver mine has been worked on the latter, it is possible that when the state of the revenue justifies the employment of a geologist, minerals may be found in payable quantities, in which event the congestion of the agricultural population would be relieved and new conditions established that would increase prosperity. At present our most serious difficulties are armed robberies on shore and afloat, which, though steadily diminishing, are still of too frequent occurrence. They are the most common offences in the Southern provinces, and so far as I can learn, the provincial authorities do not attempt to deal with such cases until some village is reported as being specially notorious as harbouring robbers, when, if the Authorities do not consider them too strong a force is sent out and as many as possible arrested or the village destroyed. But at this moment there are on the Canton Delta two towns well known as being the headquarters of organized gangs that commit the piracies of the West River. As however they can muster over one thousand fighting men, the Canton Viceroy does not dare to interfere with them. Such habits and customs cannot be controlled at once without a much larger police force than we have at present, but the Police have, by a judicious system of patrolling, materially reduced the number of these offences, and a fair proportion of the perpetrators have been made amenable and are undergoing punishment, while the people, who were at first disinclined to appeal to the Police, now show a readiness to come forward and give assistance in the work of detection.

4. The education in the New Territory has up to the present been left in the hands of the village teachers; but a school is about to be established in the large village of Un Long in which English will be taught by a competent Chinese Master.

5. On the whole I consider the development of the New Territory satisfactory. There have been some difficulties experienced by the public works department in carrying out their operations, but they have been surmounted without friction with the inhabitants, and without extravagance. The Taiipo Road has opened up a beautiful country round the shores of Mira Bay free from the fog that make residence on the Peak so trying in the spring and early summer, and eight to ten degrees cooler than Hongkong. It is probable that in years to come country houses will be built in this district, and other developments take place, that will conduce to the comfort and well-being of the Colony.

I have, &amp;c.,

HENRY A. BLAKE,

Governor, &amp;c.

The Right Honourable

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Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

| FROM                  | STEAMERS    | DUE                |
|-----------------------|-------------|--------------------|
| GLASGOW and LIVERPOOL | "PINGSUOY"  | On 20th August.    |
| GLASGOW and LIVERPOOL | "GLAUCUS"   | On 26th August.    |
| GLASGOW and LIVERPOOL | "DEUCALION" | On 4th September.  |
| GLASGOW and LIVERPOOL | "AGAMEMNON" | On 9th September.  |
| GLASGOW and LIVERPOOL | "JASON"     | On 17th September. |
| GLASGOW and LIVERPOOL | "PAK LING"  | On 23rd September. |
| GLASGOW and LIVERPOOL | "CALCHAS"   | On 1st October.    |

S.S. "TELEMACHUS" left Tacoma on the 9th inst. for Japan Ports and Hongkong.

HOMEWARDS.

| FOR                         | STEAMERS    | TO SAIL            |
|-----------------------------|-------------|--------------------|
| MARSEILLES, L'DON & A'WERP. | "TYDEUS"    | On 18th August.    |
| MARSEILLES, L'DON & A'WERP. | "NESTOR"    | On 1st September.  |
| MARSEILLES, L'DON & A'WERP. | "KINTUCK"   | On 15th September. |
| MARSEILLES, L'DON & A'WERP. | "PINGSUOY"  | On 22nd September. |
| MARSEILLES, L'DON & A'WERP. | "GLAUCUS"   | On 29th September. |
| MARSEILLES, L'DON & A'WERP. | "AGAMEMNON" | On 10th October.   |
| MARSEILLES, L'DON & A'WERP. | "JASON"     | On 20th October.   |
| MARSEILLES, L'DON & A'WERP. | "PAK LING"  | On 27th October.   |

TRANS-PACIFIC SERVICE.

| FOR  | STEAMERS    | TO SAIL           |
|--|-------------|-------------------|
| VICTORIA, SEATTLE, TACOMA, and<br>all PACIFIC COAST PORTS, via<br>NAGASAKI, KOBE and YOKOHAMA. | "DEUCALION" | On 6th September. |
|  | "CALCHAS"   | On 2nd October.   |

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

CHINA NAVIGATION CO., LIMITED.

| FOR  | STEAMERS   | TO SAIL         |
|--|------------|-----------------|
| CHEFOO and TIENTSIN  | "NANCHANG" | 15th August.    |
| MANILA   | "KAIPOH"   | 19th "          |
| ILOILO   | "WUCHANG"  | 20th "          |
| CERU and ILOILO  | "HUMAN"    | 21st "          |
| PORT DARWIN, THURSDAY ISLANDS,<br>COOKTOWN, CAIRNS, TOWNS-<br>VILLE, BRISBANE, SYDNEY and<br>MELBOURNE | "CHANGSHA" | 12th September. |

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—RED O'D SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 14th August, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain.     | For                      | Sailing Dates.                  |
|------------|-------|--------------|--------------------------|---------------------------------|
| FERLA      | 1980  | J. McGinty   | MANILA, ILOILO and CEBU. | SATURDAY, 22nd Aug., at 10 A.M. |
| ZAFIRO     | 2540  | R. W. Almond | MANILA (DIRECT).         | THURSDAY, 27th Aug., at 10 A.M. |
| RUBI       | 2540  | R. Rodger    | —                        | SATURDAY, 29th Aug., at 10 A.M. |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 14th August, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR  
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

| Steamship    | Tons  | Captain             | To Sail        |
|--------------|-------|---------------------|----------------|
| "INDRAPURA"  | 4,890 | A. E. Hollingsworth | Aug. 20, 1903. |
| "INDRASAMHA" | 5,197 | W. E. Craven        | Sept. 13, "    |
| "INDRAVELLI" | 4,890 | R. P. Craven        | Oct. 14, "     |

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

| Destinations. | Steamers.       | Captains.    | Sailing Dates.      |
|---------------|-----------------|--------------|---------------------|
| FOR FOCHOV*   | "ANPING MARU"   | J. Goto      | SUNDAY, 16th Aug.   |
| FOR ANPING*   | "MAIDZURU MARU" | T. Saito     | FRIDAY, 21st Aug.   |
| FOR TAMSUI*   | "DAIJIN MARU"   | T. Ogata     | SATURDAY, 22nd Aug. |
| FOR TAMSUI*   | "DAIGI MARU"    | T. W. Groves | SUNDAY, 23rd Aug.   |

\* VIA SWATOW AND AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 15th August, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 8th July, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,  
No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAIMUN,"

Captain Gibson, will be despatched for the above Port, TO-MORROW, the 16th instant, at A.M.

For Freight or Passage apply to

DOUGLAS, LARRAIK & CO.,  
General Managers.

Hongkong, 14th August, 1903.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"PERSIA,"

Captain Craglietto, will leave for the above places on TUESDAY, the 18th instant, P.M.

For Freight or Passage, apply to

SANDER, WIELER & Co.,  
Agents.

Princes Buildings, Hongkong, 10th August, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

| Steamship    | Captain      | Tons  | Sailing Date.                     |
|--------------|--------------|-------|-----------------------------------|
| ROSETTA MARU | H. S. Smith  | 3,876 | THURSDAY, 20th August, at 11 A.M. |
| ROHILLA MARU | E. P. Bishop | 3,869 | TUESDAY, 25th August, at 11 A.M.  |

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 14th August, 1903.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"MARQUIS BACQUEHEM,"

Captain Rastevich, will be despatched as above on WEDNESDAY, the 19th instant, P.M.

For information as to Passage and Freight apply to

SANDER, WIELER & Co.,  
Agents.

Princes Buildings, Hongkong, 11th August, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"

Captain P. T. Helms, will be despatched for the above Ports, on WEDNESDAY, the 26th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 4th August, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURE from Hongkong (on Week Days) at 7.30 A.M., (on Sundays) at 8.30 A.M. From Macao (Week Days) at about 2 P.M. (Sundays) about 8 P.M.

FARE.—(Week Days) 1st Class (including cabin and servant), \$5; Return Ticket, \$5; 2nd Class, \$1.50; Return Ticket, \$2.50; 3rd Class, \$1; Steerage, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Time and Dinner either on Board or at Macao Hotel, \$5.

WHARF opposite Central Market.

The Steamer runs an Excursion Trip EVERY SUNDAY in Summer.

For Freight, &c., apply to

SAM WANG & CO., LD.,  
81, Queen's Road Central.

Hongkong, 24th June, 1903.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"BARON DRIESEN,"

Captain H. Plazing, will be despatched as above on or about THURSDAY, the 20th August, to be followed by the s.s. "NORDKYN" later.

For Freight, &c., apply to

SHEWAN, TOMES & Co.,  
General Agents.

Hongkong, 6th August, 1903.

"SHIRE" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"MERIONETHSHIRE,"

Captain G. C. Cundy, will be despatched as above on or about MONDAY, the 24th August.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 30th July, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG

1903.

About

"MOGUL".....31st Aug.

"BRAEMAR".....10th Sept.

"SATSUMA".....23rd Sept.

"SHIMOSA".....10th Oct.

For Freight and further information, apply to

DODWELL & Co., LIMITED,  
Agents.

Hongkong, 11th August, 1903.

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR,"

Captain E. Fey, will be despatched for the above Ports, on TUESDAY, the 18th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,  
Agents.

Hongkong, 13th August 1903.

Intimations.

LEVY HERMANOS

Diamond Merchants, Jewellers and Watchmakers.

EASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best "THREE YEARS" guarantee given to every purchaser.

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